## JAMES BURKE COMPLETES FIFTY YEARS AS PUBLIC HACK DRIVER

Sketch of the Career of a Well Known Norwich Citizen-Some of His Reminiscences, Together With a Brief Mention of Some of the Many Changes He Has Witnessed In His Native City During a Long and Useful Career

iny, change in his burly form and rubicund visage.

Mr. Burke when asked to become reminiscent, recalled many things of interest both to the older and to the bresent generation. Among the men riving public backs at the beginning of his career, were Harry Rogers, Thomas A. Holmes, who is still living, James Stanley, afterward a well-thown member of the police force, Patrick McKisrnan, George Hillman, to brother of "Charrile," already releared to, John Fahey, William Cambion, still residing in Norwich, Irving Cooke, Martin Maione and Daniel Manone. A number of these began business later than Mr. Burke, but all of them were familiar figures on our irrects thirty or more years ago. Among the stable-keepers of the early verse of this career, were Oliver Reyles, above mentioned, who began ausiness on Bath street, before rehoving to Shetucket street, Cal. Penleton, who also moved to Shetucket treet, Hayes and Savory, on Bath lifeet, McChesney and Barrows, who may the stable near the old covered lituature, knewn as the "Toll Bridge" eading from Norwich to that part of Preston now known as the East Side,

hat it was his custom every alter-late Tuesday sight, for a long period, to meet Theodore C. Weeks, then of boston, but now deceased, at the "steamboat" train then reaching Nor-"steamboat" train then reaching Norwich at about ten p. m. and drive him to Colchester, where Mr. Week's family were then staying at the Hayward place, Mr. Weeks having been the som-in-law of the late Nathaniel Hayward, founder of the Hayward Rubber Co. Mr. Burke remarked at ength regarding the condition of the mrapike between Norwich and Colchester, and he length of time required for the trip. At that period, there was no railroad running into Colchester, indeed the "Air Line" running through Turnerville, had not been built. The trip to Colchester was a lormidable undertaking, the road in addition to being worked in the old-hashioped method, was rutted on either side so deeply by the teams of the fashioned method, was rutted on either side so decily by the teams of the site William F. Bailey as to be at times; well night impassable because of the scing to and fro of the huge "gondolas" ladened with supplies for and the finished preducts of the Rubber Company. He recalled also, many trives to the Music Vale Seminary in Falem, conducted by the late Oramel Whittlesey, grandfather of the language with the scing of the standard second cultivates the ancestral acres.

Returning in the Early Hours.

There were fine times at the old school, and many musical entertainments, always largely attended by Norwich people, and Mr. Burke mentioned with pleasure his numerous drives to this institution, returning in it a carry morning hours. At that time Fred Jernings of Greeneville, draws a bus between that village and the city, making two or three round trips a day, and carrying such passengers as he might pick up, making his olty headquarters near the store of Jake Ames, near what is now the Perkins block near the Wauregan. Mr. Ames kept a candy manufactory and store for the sale of his product in an old-one-story or story and a half wooden structure, with a santing Returning In the Early Hours.

inugh, indicative of his true temperament, which is certainly a sunny one, as his hoets of friends will testify.

Started With O. H. Renynolds.

Fifty years ago he entered the employ of the late Cliver Reynolds, when the latter moved into the George Leffingwell stable, on Shetucket street, where the Majestic building now tands, and for the last thirty-siz years Mr. Burke has owned and firlven his own teams, and there has been on the streets of Norwich in all gure than that of James Burke. The Bulletin presents berewith a faktful ikeness of him and of his equipage, with "lim" sgated on the box, and it neets the eye of any one who has nut een him in recent years, they will ind that there has been but little, if indicated in this property of williams H. Alen now a law the street, and after its destruction by fire, court was held in the Austin hind that there has been but little, if indicated on the box, and it neets the eye of any one who has not seen him in recent years, they will indicate the property of williams H. Alen now a democratic newspaper, published on Franklin Square, in what is now the carried toward steed to the merture, as a matter of course, having in the meantime rushed toward she end of his nose, finally took an observation, the mertury, as a matter of course, having in the meantime rushed toward she end of his nose, finally took an observation, the mertury, as a matter of course, having in the meantime rushed toward she end of his now the extreme the extrement of the Porteous and Mitchell's store. The Richards building now the extrement of the Proteous and Mitchell's store. The Richards building and the was so hot a day", and they adjoined to the place where the structed and the patients of rocks in that vicinity on the main street. The county court house was the patient of the street, and after the secure of the strick dawned upon Mr. Lucas, and you min", come on", but I wouldn't have believed it was so hot a day", and they adjoined to the patients of rocks in that vicinity on the main street.

was the Merchants Hotel on Main street, now a part of the Austin Block, the American House, still in existence, the Thames, on lower Market etreet, tanding on ground now occupied by C. Worth & Co., and better known is the "Coffee House," and later on the Inton Square, on the site of the present Y. M. C. A. building, and possibly others. The Wauregan House was a famous hostelry in the days of "Tom" Norris, as it is now, and numbered among its local patrons many of the famous men of the city and town; and the "Coffee House" was kept for a time by the late "Captain "Dan" Delaney, famous as a fire-fighter and an all around good-fellow. It is an interesting fact that, in detarinhming the distance of surrounding towns and villages from Norwich, the Merchants Hotel was always the local starting point.

In the early days mentioned in this article, the Builetin was published on Franklin Square, in what is now the

a dullard, on the contrary, one of the wittest of men.

In these days, Norwich boasted a democratic newspaper, published in a building at the corner of Water and Market streets. The "Aurorar", a weekly publication, afterwards merged with a daily evening edition, known as the "Advertiser", it was published by John W. Stedman, an old style democrat, of the Judge Hovey type. Mr. Stedman also published for many years, the only directory Norwich afforded, and this to was merged into the present directory published by the Price Lee Co., though it still bears the tille Stedman's Norwich Directory."

The newspapers went the way of all democratic newspapers in our town, and Mr. Stedman, having received from a democratic state administration, the office of insurance commissioner, which he filled with singular ability, afterward became the treasurer of one of the Hartford savings banks and died in that city.

Changes in Shetucket Street,

in a stable began of the active state of the community of stable of the community of the co



oughby. Col. Jones, Timothy Norton and Jededlah Burtington ist, were among those living in this section, and farther up the street, Wm. Law. I. M. Buckingham, James Lioyd and Gardiner Greene, Lorenzo Blackstone, J. w. Newton Perkins, James S. Carew, Dr. Charles Osgood, John T. Adams, Leonard Ballou, Deacon Benj. W. Thompthins, Henry S. Norton. A. H. and W. H. Almy, and John Dunham, and the main floor. The present structure, erected by the late Wareham Williams, whose residence was on Broadway at the corner of Broad street, was occupied by the firm of their store were the Reynolds building as a dry-goods store, and still east of their store were the Reynolds building and the marrow Cook building, now merged in the Shannon building. The Buswell building has occupied by the Norwich Savings Society stood a low structure with a leaning roof, occupied by Captain S. R. Parlin as a jewelry store, who also kad at one time, a store in the Buswell building. Near this low building and between it and what is now of called the Cooke block, containing the Raphael store, was a vacant paved space, an aproach to the saloon of the rounded glass fronts, and one of the rounded glass fronts, and the beautiful and the called at that time a "Clarence" and bean of the rounded glass fronts, and one of the rounded glass fronts, and one of the rounded glass fronts, and the called at that time a "Clarence" and bean of the rounded glass fronts, and one of the rounded glass fronts, and the part of the called at that time a "Clarence" and bean of the rounded glass fronts, and the part of the rounded glass fronts, and the part of the called at that time a "Clarence" and the called at the called at the called at the c "JIM" BURKE, NORWICH'S POPULAR HACK DRIVER AND HIS EQUIPMENT biennfally as against the Massachu-setts general court's annual sessions, is reputed to do quite a little in the way of law-making in quantity, if not

victories in the civil war.

have received new fronts, and one who saw the place thirty-five or more years ago and looked about him now, for the first time since that period, would hardly recognize it as the same place. The square itself was a mud-hole and on several occasions at fresh-

a time had his office in the Fay building on Franklin Square, and Dr. Geer, the site of whose office at this period, could hardly be found today; it having been in the second story of a building in the rear of the Reynolds building, now the west end of the Boston store and was approached by walking up a narrow lane which ran between the Reynolds and Cook building, above mentioned.

The doctor afterward built and removed his offices to the building on Broadway, which bears his name, now occupied by the New London County Insurance Co, and the Southern N. E. Telephone Co.

Mention of the Transportation company brings to mind the fact that Norwich had been a prosperous steamboat-line running to New York, with at least four boats in commission. The City of New York and City of Boston though occasionally seen in Norwich, seldom came up the Thames, but the City of Norwich and the City of New London plied regularly between the two ports carrying both passengers and freight; the two first

of New London plied regularly between the two ports carrying both passengers and freight: the two first named steamboats being in their time among the finest boats on the sound. The burning of the City of New London, with its tragic consequences, is a matter of familiar history today.

Laster on, the City of Lawrence one of the first, if not the first iron boat to run through the Sound, was added to the fleet, and on the occasion of her first salling up the river to Norwich, she was greeted royally by our citizens. She was a fine boat, and her interior cabins and staterooms were, for the times, superbly appointed.

Steamboat Captains.

The steamboat-train, leaving Boston and the steamboat captains.

The steamboat-train, leaving Boston and the occasion of the old time recalled by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman and of the called by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman to the recalled by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman to the recalled by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman he called by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman and or the called by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman and or the called by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman and or the called by Mr. Burke, and all of whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he knew were Dr. Ralph Farnaman and or whom he does not occupied by Dr. Lewis, Dr. Paddock, than residing in the house now occupied by Dr. Lewis, Dr. Paddock, than residing in the house or whom he

ture of it is extant. It was what was called at that time a "Clarence" and had one of the rounded glass fronts, so popular in that day. He remembers equally well that some fifteen perhaps seventeen drivers used to go regularly to the stations, the Norwich & Worcester and the New London Northern, each anxious to get there before his brethen, and each equally anxious to make his return in order that he might take his position under the tree which then stood at the Wauregan corner, a desirable spot in warm weather and having additional advantages as well. Raphael store, was a vacant paved space, an aproach to the saloon of Charles H. and afterward Channing Bailey, the ground occupied by it and the bulldings mentioned being now occupied by the Norwich Savings Society

"Them Folks Ain't Around Now."

Charles Johnson, of the Norwich bank, always made it a practice to hail the first man under the tree when he desired to go home, and give him a dollar as his fare. Benj, Huntington, of the Norwich Savings Society, who lived in the Huntington homestead at what is now called "Harland's Corner" in Norwich Town, made it his practice to ride down in the 'bus, then driven by the late John Hough. He would at times forget his keys, and when he reached the "Landing" in that plight and unable to open the bank's doors, he would call for "Jim" to take him up to the house and return, invariably giving him two dollars. The Fire Companies.

The mention of the fire companies above named, brought to memory the days of the old fire department and the annual parade of all the companies. Mr. Burke remembers vividly in the "ancient times", before the water works were known, when the machines with the long rails on either aide of the body, used in pumping, would assemble near the Wauregan when he reached the "Landing" in that plight and unable to open the bank's doors, he would call for "Jim" to take him up to the house and return, invariably giving him two dollars, and its service, one for the driver." Mr. Burke sage instances, with a cation, but when he reached the "Landing" in that diar customs.

Trolley we are all in "kick" at our panies. Mr. Burke kas cation, but when he reached the "Landing" in that diar customs.

Trolley we are all in "kick" at our panies. Mr. Burke sage instances, with a cation, but when he reached the "Landing" in that diar customs. would assemble near the Wauregan seen his native city emerge from a wheel common or a trial of strength as to community without a water or sewer in A dozen men on either side, or as streets, or rather the lack of lighting.

wheelbarrow.

In those days, should you desire to go to Williamantic, seventeen miles distant, and did not care to drive over some of the most execrable roads in existence—in the spring and winter merely roads in name—you were left to the tender mercles of the New London Northern Raliroad, where, if the engine "steamed" all right and you were not obliged to lay out too long for a freight, which seemed to have the right of way, and, in addition, it did not take the fireman and his assistant at the station, if one appeared on the scene, to "wood up" the engine at South Windham, wood being the fue; at that time, you were reasonably sure to arrive in time to attend to a small amount of business, and all for the modest sum of seventy cents, and your return home at night was subject to like vicissitudes. This was then the only raliroad to New London, as well; the single train run by the Norwich and Worcester to New London, as well; the single train run by the Norwich and Worcester to New London tracks.

Now, you may take a steel electric car, well appointed, and for a small

London tracks.

Now, you may take a steel electric car, well appointed, and for a small sum, twenty-five cents or so, be in New London in less than an hour and in Willimantic in some eighty minutes, and there is a half-hourly survice in the one case and an hours, in vice in the one case and an hourly in the other, and the same or a like service is given on the other trolley lines.

lines.

Now in these old days as Mr. Burka remembers we had, first, the bus, with its straw-littered floor, for the purpose of warming the passengers feet, and let it be said that it was highly unsuccessful in the execution of its purpose—running over fixed routes likely to furnish traffic, and at a very slow pace. There was, in addition to likely to furnish traffic, and at a very slow pace. There was, in addition to the Greeneville and Norwich Town lines as late as in the Eightles, one of these busses, driven by a Mr. Harvey, which starting at Thamesville went up Broadway and through Lincoln avenue and the Falls and back to its starting point, and it was considered a great convenience, leaving as it did, the Wauregan House, a little before noon on the dinner trip, and shortly after 5 p. m. to take the residents of the section named to their homes. The late Col. George Perkins, after he ceased to walk to his house, was one of its constant patrons.

When the horse-car first made its appearance on our streets, it ran as we believe, to Greensville, and afterward the line was constructed from the square up Franklin street to Norwich Town, running up the main road, now North Washington street, instead of through the Falls as at present. The cars were small affairs and it would be difficult to find one of their type, though a few of them can be seen in a lot near Poquetanunk cove and others near Quaker Hill, in Waterford, serving the purpose of a summer-residence for their occupants.

True West, whose personality as as well as his curious Christian name, will be remembered, was superintendent of the company, then known as the Nerwich Street Rallway, and an important post it was, in his estima-

